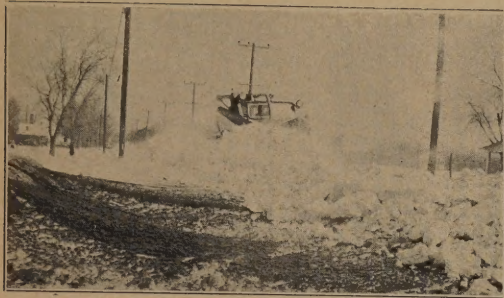




HEAVY GOING



Snow removal equipment was rushed to Monmouth County following the late February snows. Here is a Walter Snow Fighter bucking 8-foot drifts along Route 4. Clarence Scales and Mike Lesnak manned the equipment. Photo by foreman Kenneth Ely.

Thirty-two Finish Training Courses At Rutgers U.

Commissioner Miller Delivers Graduation Address

Thirty-two students were graduated from the short training courses at Rutgers on Saturday, March 15, with impressive ceremonies presided over by University President Robert C. Clothier. The graduates were equally divided between those who took the Engineering Aide and those who qualified as Junior Highway Engineers. Of the Engineering Aides, eight have been taken into the Department and eight are awaiting vacancies. The sixteen Junior Highway Engineers were all either temporary or permanent Department employees.

Impressive exercises featured the graduation of these young men. Following a short address by President Clothier, State Highway Commissioner Spencer Miller, Jr., delivered the principal address of the day. Each graduate received a certificate from Dean Parker H. Daggett as recognition of work completed in this course which is under the G.I. Bill of Rights.

State Highway Department engineers who instructed during the courses included Samuel Bullock, John Evans, Wayne Tusing, Paul Seffrin, and Wesley Bellis. The courses were arranged under the direction of Julius J. Newmark, special engineer.

Prior to the graduation exercises President Clothier entertained Commissioner Miller, Commander Noble, Mr. Harold W. Giffin, Mr. Newmark, and the instructors at luncheon.

Equipment Bowlers Share First Place

Overtake Machine Shop in Close Race

After leading the league since the opening night, the Machine Shop team finds itself sharing first place with the fast moving Equipment Five. Another tie also brackets Fernwood GIs and Electrical in third and fourth places close on the heels of the leaders. The league will bring its regular season to a close on April 10 at which time the first four teams will start a playoff for the championship. At this writing seven teams are in a position to enter the playoffs. The latest standings follow.

	W.	L.
Machine Shop	42	27
Equipment	42	27
Electrical	38	31
Fernwood GIs	38	31
Fernwood Guards	37	32
White Line	37	32
Maintenance	37	32
Fernwood Office	28	41
Inspection	23	46
Maint. Painters	23	46

10 Year Club Spring Meeting

The Spring Meeting of the Ten-Year Club will be held on Monday, April 14. The location is the White Way Inn at Atco on Route 43. Tickets are on sale for \$2.50 which will include dinner and entertainment.

Two motion pictures, New Jersey Journey and the 1946 World Series will be shown.

For those who wish to go by bus arrangements have been made to leave the State House Annex at 4:30 p. m. For reservations phone Tom Russo in Room 228. The cost is \$1.00 round trip.

Twenty applicants for membership will be voted on and a large turnout is expected.

Highwaymen Rescue Marooned Mother And Baby

At 1:15 a. m. on the night of February 23rd, Maintenance Headquarters received a call from the State Police at Columbus asking for aid in removing a young mother and her baby from a heatless house on the Crosswick-Ellisdale road.

The snow removal map revealed that a large Walter plow was working about 8 miles away on the Fort Dix road. Supervisor Craft, on duty at this early hour, contacted foreman Megules, who informed him that the equipment could be spared for the rescue.

With foreman George McCann in charge, and veteran operators Clarence Scales and Mike Lesnak at the controls, the huge plow left

(Continued on Page 3)

RIP VAN WINKLE SLEPT — THROUGH A REVOLUTION !

Washington Irving, in one of his unforgettable stories of the Hudson River Valley, has created the legendary character of Rip Van Winkle who lived in one of the villages founded by Dutch Colonists at the foot of the Catskill Mountains in the closing decade of the Eighteenth Century. Rip, a simple, good natured fellow with an aversion to hard work, and a disposition to attend "to anything else but his own business," wandered one day off into the mountains with his trusty rifle and his faithful dog "Wolf," and there, according to the story, drank deeply of some sailor's rum as a result of which he fell into a deep sleep from which he did not awaken for twenty years. When he awoke "stiff in his joints," he had a flowing beard, his clothes were in tatters, his old "fire-lock" was encrusted with rust and his dog "Wolf" had disappeared. Thereupon he returned to his village to discover to his amazement that all had changed there; his wife had died, his children had grown up and married and his old house had fallen into ruins.

But what betokened the change most clearly was the figure on the sign of the Village Inn. When he went to sleep the "rubicund portrait of His Majesty George the III" was painted on the sign; when he awoke twenty years later the figure on the sign was not that of King George with red coat and scepter, but that of a soldier attired in a blue and buff uniform holding a sword and beneath the figure was the name, "General Washington." Now the significance of that story is not that Rip slept for twenty years—incredible as that is—but that he slept through a revolution—the American Revolution.

The facts are that we today have virtually slept through a revolution—a transportation revolution wrought by the coming of the automobile. In twenty-five years, just five more than Rip Van Winkle's long nap, there has been a revolution in the United States with the coming of the automobile, the fundamental character of which we have hardly appreciated. In twenty-five years the number of automobiles in this country has increased by over 1000 per cent. Today 67 per cent of all the automobiles is in the United States though we have but 7 per cent of the world's population. In 1916 there were 3,512,996 motor vehicles in this country, whereas in 1941 the total number was 34,383,167. While the population of the United States in twenty-five years has increased from approximately 95,000,000 to 135,000,000, or a rate of about 11 per cent every decade, the increase in automobiles has been over 1000 per cent. Twenty-five years ago the majority of the people in this country depended upon public transportation for passenger travel. Today there is ten times as much travel by motor vehicle as by all means of public transportation. So sweeping has this revolution become in America that we are face to face at this time with the congestion on the streets of many of our cities that

(Continued on Page 2)

Eugene V. Connett Terminates Duties As Consultant

Accepts Full Time Position In Publishing Business

Commissioner Spencer Miller, Jr., has disclosed that Eugene V. Connett, his former executive assistant and since last October consultant to the Department, has resigned effective April 1 to devote his entire time to the publishing business.

In leaving the State Highway, Mr. Connett has accepted a position with the publishing firm of D. Van Nostrand Co., Inc., of New York, where he will have charge of the division of sporting books as well as perform general editorial work.

Prior to coming to the Department in May 1942, Mr. Connett had been the head of his own publishing house, the Derrydale Press. It was perhaps partly the result of years in the publishing business that convinced him of the value of having a department paper. As a result, he recommended the publishing of THE HIGHWAY soon after joining the State service.

Upon resuming activities in the field of private business, Mr. Connett looks back upon five years of accomplishment in the Department covering the period of war and post-war difficulties. A large measure of credit is due him for establishing the "open door" policy in the adjustment of personnel problems, the revised system of employee merit rating, the formation of the Safety and Suggestion Committees, the reclassification of employees, and the starting of the Victory Gardens at Fernwood.

In terminating his department connections, Mr. Connett considers it to have been a valuable education as a citizen and a taxpayer to have had the opportunity of becoming familiar with the workings of one of the great departments of the State Government. Coupled with this, he feels that he was "privileged to have been closely associated with a man of the stature and ability of Commissioner Miller."

A Late Winter But A Tough One

Men and Equipment Taxed To Limit

Winter was a long time arriving, but when it came it was with a vengeance. Practically all maintenance activities during the month of February and the early part of March were confined to snow removal and ice control operations, and for the first time in several years the entire resources of the Maintenance in men, equipment were called into action at the same time. There were two locations where State Highways were completely blocked for a time, and other places where traffic was seriously interfered with. Generally speaking, however, we were able to maintain two-way traffic under reasonably passable conditions throughout the State in spite of severe drifts.

Particularly commendable was the work accomplished with the Department's heavy snow fighting equipment consisting of the Walters, FWD and Caterpillar Diesel Snow Plows. Located at strategic points throughout the State, this heavy equipment was dispatched to spots where difficulty was being experienced to supplement the operations of the ordinary truck plows.

All personnel engaged in this snow removal work is to be commended. Long hours under extremely adverse conditions were the rule of the day, and Mr. Muir and this staff take this opportunity to express their appreciation of the excellent cooperation of everyone which made the job possible.

SPEAKERS' TABLE AT BRIDGE DIVISION DINNER



On March 10 the Bridge Division Club gathered with their guests, 600 strong, at the Robert Treat Hotel in Newark for their sixteenth annual dinner. Commissioner Miller was the principal speaker on the occasion and his address carried a message of interest to all. In this photo from left to right at table are: Marcel Ludasy, A. Lee Grover, J. J. Koffler, Morris Goodkind, Commissioner Miller, George Hefferman, L. C. Petersen, Commander Noble, A. J. Lichtenberg and J. F. Evans, Jr.

THE HIGHWAY

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In the Interests of Its Employees

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A FINE START

If the recently completed group instruction program, held simultaneously in three sections of the State, proved anything, it showed that Highway Department men are practically 100 per cent behind the idea. Furthermore, if the comments of those who have made their feelings known are an indication of the desires of the others, they want more of the same thing. This is indeed a tribute to those who suggested the idea, those who planned it, and those who took upon themselves the task of giving detailed lectures in highly specialized branches of highway engineering.

Before the three-day instruction program, such involved subjects as geometric highway design standards, soils analysis, planning and economics, research of pavement design, specifications, traffic analysis and others, were little understood by the average employee. Thanks to a well-planned program that ran with clock-like precision, many of the former mysteries are now seen in a clearer light. This can only result in a more intelligent approach to daily duties.

Perhaps the full benefits of these instruction courses will not be felt immediately, but there is a general feeling that much was accomplished. This should eventually result in more instruction programs. A fine start has been made.

Through a Revolution

(Continued from Page 1)

has become intolerable. We, like Rip Van Winkle, have awakened to the fact that vast changes have taken place in our transportation; we shall do well to reckon this for the revolution that it is.

Today traffic congestion has everywhere become critical in our larger cities. We can no longer expect to adapt 1947 automobiles to 1921 highways. We cannot expect that the old cities laid out in the 18th and 19th centuries will accommodate this mounting volume of motor vehicles. Like Rip Van Winkle, it is necessary for us not only to awaken, rub our eyes, but do something about it. We must act, and act promptly and boldly. That is the lesson of this story for us if we are to meet the challenge of the transportation revolution in our day.

That is why we are engaged in the most intensive research in our Division of Planning and Economics about the future transportation and population trends within this State and in this Region. That, too, is why the highway engineer has come to recognize that only in the modern design of controlled access roads is it possible for us to meet intelligently the transportation revolution of today and plan wisely for the future. We have to, in a word, design and construct the roads of tomorrow for the New Jersey of tomorrow.

Spencer Miller, Jr.
State Highway Commissioner

Construction Comments

M. H. Boss

CENTRAL DIVISION

After making the rounds of the canine tracks under the Florida skies L. K. McCormick is back at his northern homestead, full of pep and eager to get to work.

George Widutis and Oliver Carson are back on the job after enjoying vacations.

Hugh Kinney would like very much to purchase a very cheap cottage anywhere.

Our sincere sympathy to Hugh F. Carey on the loss of his sister.

J. H. Coakley, who came with the Division a short time ago, has resigned to accept a laboratory technician's position with Dupont. Lots of luck, Joseph.

The report is that all the men in this Division who attended the Group Instruction classes enjoyed them very much. They are asking for more of them.

Mary Chamberlain from the Newark office is kept very busy these days commuting between Newark and Trenton to render a helping hand in Mr. MacDougall's office while Mary Massarotti is home taking care of her sick mother.

SURVEY and PLANS

FRED C. CLAUS

THE GOOD OLD SUMMERTIME



Poling their way along the Delaware and Raritan canal are Leo LeJambre and Frank Tindall. Seated in the stern is Dave Stout. The photo was taken at Port Mercer where this crew was engaged in taking cross sections of the canal where it will be affected by the construction of the Trenton Freeway. The boat which was the property of the Department of Conservation was poled from Princeton to Trenton. J. R. Cunningham was the photographer.

WOODLYNNE
Bill Hurley

Commander Noble's visit to our first lecture and his enthusiasm over the course indicated to our group that more of these fine lectures may be arranged in the future. We also wish to thank everyone that contributed in any way to the three day group instruction.

The men who gave the lectures asked for suggestions, questions, criticism and discussions on the various subjects.

The consensus of most of the men in this office is that not enough time was allotted to certain subjects. The long lectures automatically cut down the time for discussion.

The method used by William VanBremen, that of having four men answer questions in separate gatherings, was deemed not as satisfactory as the general discussion method. Not that Bill's assistants were incapable of answering our questions, but in the general discussions all the questions and answers are heard, thereby making it possible to acquire some knowledge about questions other than your own.

Mr. Wimpeny employed still another method whereby he elected to listen to different members of our group discuss his subject. This did not convey his ideas to the group in some cases.

The above statements are not necessarily the opinions of the writer, but are those of the men of the office.

We all hope that more of these lectures will be arranged in the near future.

I might add that I think a letter of thanks from the Trenton office should be sent to the Woodlyne Volunteer Fire Company, Russell Burk, president, for the use of their recreation hall for the three days.

We are happy to report that our chief, Harry Marvin, has survived a major operation and is now convalescing at home.

Harry expects to be out about 4 or 5 weeks, so he will have plenty of time to catch up on his reading and, incidentally, he likes detective stories. It is rumored that he took a spinal instead of ether so that he could direct the operation personally.

We extend our sympathy to James R. Flynn on the death of his brother, John, of Trenton.

Ben Franklin's dentist informs us that Ben's score is now 24 out of 60 to go.

We welcome to our office Paul Hooper, another new man from Brooklawn, as an engineering aid.

CRANFORD
James V. Hyde

Howard Koons made a successful radio debut on March 2, when he spoke on behalf of the Perth Amboy-Carteret area Red Cross drive of which he was chairman.

Sorry to report George Bryan on the sick list. At present George is confined to bed. We hope that

by the next issue of THE HIGHWAY we can report him up and around again.

Bob Finch recently surprised the office with a gift of two large crates of radishes. We are inclined to agree with Bob's claim that they were genuine "Burpees."

The Ropers, Loretta and Jim, having licked the housing shortage, are now comfortably settled in their new apartment.

Dave Brooks is back at work after a short illness and is currently assigned to Archie VanBlarcom's party.

TRENTON
Alex Cohen

The series of lectures given in the Veterans' Room of the War Memorial Building on March 3, 4 and 5 were very well attended and greatly appreciated. The variety of subjects covered by the speakers was extremely well presented, and it was the consensus that much good had been derived from these talks. To the speakers, and to all of those who participated in making these lectures possible, sincere thanks is extended. May we have more of them.

Incidentally, these lectures brought together men from several offices, making it possible to acquire new acquaintances and to discuss items of mutual interest.

LEWIS STREET OFFICE
Joe Cunningham

Mrs. Carl Teogan is now at home and getting along nicely. Carl, we understand, is getting a good education in the art of keeping house. He says that the ironing bothers him more than anything else.

In regard to the recent training program sponsored by the Department, the men of this office agree that the program was a success, and generally very beneficial. We believe that they should be continued, but with more comfortable chairs.

UPPER MONTCLAIR
Frank Spagnola

Francis Berberick may go into "bees-ness"—why? His neighbors own some bee-hives (containing thousands of those electrifying "stinger-bugs"), and friend Berberick is very interested. Better watch yourself, F. B., or you'll be raising lumps you're not looking for, and they won't be goose-pimples.

Matchett, the plutocrat, is putting on airs. John is now the proud owner of a Packard—second-hand—but a Packard, nonetheless, and which reminds us of the mountainous LaSalle that Sanwald used to own and the difficulty he had planning trips due to the appetite of the car. There weren't too many gas stations in those days.

The sincere sympathies of all are extended to A. A. Dynes,

whose mother passed away during the latter part of February.

Fuca is on "pins and needles," as the saying goes. We won't divulge why at this time, but bear the thought in mind, as we expect to have some very good news for the next issue.

Tony Marino and his gang stopped in at the office with some field data. On this particular day those rugged field men were glad of the few minutes respite from the 5° temperature and 40 m.p.h. icy wind that was blowing.

Our station-wagon was overhauled and it now purrs like a kitten. It has a new paint job, too, a novel shade of brown.

It's another boy for the Engleishman family that makes three of a kind—a proud achievement. Congratulations to you, Herb, and to Mrs. E.

As nature always does in her miraculous way, the male event above has been nicely balanced by the good news of a baby girl born in the Podwyszniski family. "Pod," as we know him, is one of our Trainees currently on leave, schooling at Rutgers.

Speaking of Trainees, young Art Lincoln (he's one of them) stopped in to say hello one day and told us about the field-work schooling they are getting. It becomes evident by what he said that they are going through a very thorough course. We relish the thought that these Trainees will soon be back with the Department.

The Newark "Y" was really a scene of activity during the lecture days of March 3rd, 4th and 5th. It was heartening to notice the air of good-fellowship in evidence which developed a further thought dedicated to the Lecture Program, which goes as follows (or elsewhere?).

PERTH AMBOY
Bill Reins

Our office staff has wondered occasionally who those strange men were who have on occasion been found in our office. Through the intelligence methods so aptly used by him in the Aleutians and Germany, liaison has been established by Ollie Doll and it now appears that they are part of the field forces recently transferred from the Trenton and Flemington offices. Among the group who were sent to bolster the sadly depleted original force at Perth Amboy, (due to raids made by the Construction Division), you will find Art Hancock, Davie Howell, Roland Krueger, John Stanley, Olof Jansson, Frank Schmidt, Bill Baker, Ed Brenfleck, Bob Bousenberry, Chris Cook, Al Cook, Bill Hall, Joe Maiorino, Norm Smith, Joe Hughes and Joe Tallon.

Don't look too hard for Joe Tallon at the present time though as he's not around. He is home nursing a couple of ribs that he broke while attending the recent lectures at Trenton. None of VanBremen's samples were responsible, he slipped on the ice outside the building.

At this writing Ollie Doll is directing the taking of Topog and cross sections on the remaining portions of Route 100 south of Rt. 35 to the Raritan River and Route 25, and Westy Westergard has the job of coordinating layout crews on the four sections presently under construction. Charlie Curry has a party on the Brewster job, Bob Wilcox has one on the Groves job, and Rudy Peterson has another on the Jaeger contract. Big Ed McMahon and his crew are the stormy petrels who circulate from one contract to the other keeping the numerous borrow pits in order.

As some of you may have noticed, Johnny Summers now answers when the office phone rings. He replaces Harry Brown who has gone back to the Construction Division.

With the entire stretch of Route 100 between the banks of the old Raritan and the rough edges of the Rahway River is either under survey or construction and with the assignment of some of the men to the Construction, Soils, and Bridge Divisions, the chief candidates for janitorial duties are nearly down to Moe Levy, Howard Davis, Jody Jorgensen and Oley Olsen.

TIME OUT



The quartet sunning themselves in the above photo are from left to right: L. H. Lake, G. H. Schreder, E. L. Evans and E. R. Baud. They are currently working on the Manasquan River bridge survey on Route 35. Schreder is chief of the party which is working out of the Pleasantville office of Survey and Plans.

Your M. C. presents— THE LADIES... Bless Them

From "BG" to Cover Girl? . . . Marilyn Siddall is now posing for photographs at The School of Industrial Arts, and if Marilyn proves to be a suitable subject we may find her gracing the covers of magazines.

It's good to see Frances Martin back to work again and we hope she is feeling very much better.

It's also nice to have an old employee come back to visit us as did Ruth Hill. Ruth has returned from Minnesota with her husband and son and will make her home here permanently. We hope to be seeing much more of you, Ruth!

Due to an injury received while in the service, Mary Mangine's husband is now hospitalized in a veterans' hospital in New York. We hope it will be a short stay and that he will soon be back helping Mary take over some of the duties in their new home.

There's no end of the tales Claire Lazoni has to tell us on her recent trip to Arizona. On the way back she visited New Orleans, on up to Detroit, Canada, Buffalo, and home. Although the trip proved interesting in every respect, Claire is a little ashamed to report that she has returned with a very bad cold.

Kathryn Laughry was teted with a dinner party at the Glendale Tavern in honor of her birthday. Her hostesses were Helen Tallon, Mary Chamberlain, La-Raine Birch, Betty Levine, Rita DeVane and Marion Hester.

BRIDGE BRIEFS

GEO. HEFFERMAN

Dinner Highlights: Sixteenth annual dinner a big success . . . much handshaking and renewing of old acquaintances . . . Commissioner Miller's address sparked with news for both employees and guests . . . Talks by Mr. Noble and Mr. Goodkind enthusiastically received . . . The Entertainment Committee headed by Chairman Wilbur Spencer and assisted by John J. Koffler, Jack Evans, Arthur Lichtenberg, John H. Patrick, Robert Simon, A. P. Gabrenas, Sven Hedin and Lorenz Shortz are to be commended for the arrangements and the smooth and orderly manner in which the affair was handled . . . Mr. A. Lee Grover a welcome guest . . . Michael Tristan reached a new high singing the National Anthem.

Chatter: Leon Chaten a recent visitor to the office . . . Bill Simon taking examinations at Rutgers . . . To Albert E. Lee, a patient in St. Joseph's Hospital in Paterson, we send our best wishes for a speedy recovery . . . Art Stetser taking on two more bridges on Route S-3, Section 4-A . . . Ken Yates pinch-hitting for Al Lee on the Erie R. R. bridge at Warren Point.

ELECTRICAL FLASHES

D. J. HENDERSON

Al Wright, Sr., has become a grandfather, to Michael Alcaid, born on George Washington's birthday, February 22, 1947. Grandfather Wright is doing nicely, thank you.

John Eades recently lost his sister-in-law through death.

Arthur Cadell has been on the sick list for the past week with bronchitis.

It has been rumored that John Krol got himself engaged on St. Valentine's Day. How about it, John?

Albert Britton of the Inland Waterway Bridge returns to the job on March 15, after a two months' illness. Welcome back, Al!

Tom Farr, of the Lower Manasquan Bridge, is spending the last part of his vacation in the Point Pleasant Hospital, accompanied by a bad case of flu.

Charles Rogers is the proud father of a 6 lb. 4 oz. boy, Charles, Jr., born March 4. Mrs. Rogers and the baby are doing fine. Charlie is building his new home in his spare time, and expects to make good headway on the job during his vacation starting March 15.

PROJECTS PARAGRAPHS

E. L. MEYER

Mr. E. E. Reed, supervisor of State Aid Projects, has returned from a well deserved vacation in Florida where he visited with friends and had a really enjoyable time in spite of the unseasonably cold weather.

John Fransen is also just back from his trip to visit his son "Pete" at Corpus Christi, Texas. He is telling some interesting stories of his travels.

Inspector "Chet" Ridley, of Maple Shade, has been confined to his home with an ulcerated stomach. Our sincere sympathy, "Chet," and we know that if you stick to your diet you'll make a rapid recovery.

A new Engineering Aid is to join the Projects Division office force March 17. He is Charles B. Knowles, of 32 Wall Street, Trenton. Knowles has just completed the course given by Rutgers and we understand he is contemplating matrimony.

The Projects Division Inspectors' Social Club recently held a dinner and elected officers for the year 1947. Those elected are: Arthur R. Lee, president; Martin Fernandez, 1st vice president; Alvin Ballinger, 2nd vice president; Albert Young, treasurer, and Walter E. Hall, secretary. President Lee is making preparations for the social season and will announce his program and committees in the near future. Sounds like a big season coming up.

EQUIPMENT ITEMS

JAMES O'ROURKE

Frank M. Devereaux has a two-time distinction of having won third prize in the annual George E. Ruppert fishing contest which covers the entire United States. Frank was notified that his catch of a 625-lb. tuna off Casco Bay in Maine on August 9 won honors. His previous third prize winner was back in 1942 with a 664-lb. catch.

Sympathies are extended to Edward Knorr of the Fernwood office upon the death of his brother, Elmer, who was killed by a bus in Trenton on Sunday, March 2; also to John McKeever upon the death of his brother, Michael, who passed away suddenly at his home in Trenton on March 4.

Happy birthday to Johnny Leaden on March 3—rounding out 59 years of good health and enjoyable living.

On February 13 Jack Geoghegan was invited out to dinner and the occasion turned out to be a testimonial tendered by a group of young men who had been members of a Boy Scout Troop that Jack helped to organize over 25 years ago. About 60 of the former Scouts were present and they presented Jack with a \$50 check, plus an engraved Eversharp pen and pencil set. Needless to say, Jack was overwhelmed and thoroughly enjoyed every minute of the evening.

Snow is no respecter of individuals or anniversaries. Bill Christiansen of the Mechanical staff at Fernwood had arranged for a family gathering on Sunday, February 23. The occasion was the 26th wedding anniversary of Mr. and Mrs. Christiansen. The occasion was marred when Bill was called to his snow section for emergency work. Like a true Highwayman, Bill put duty first and covered his assignment until the emergency was over.

Mrs. Louis Virok, wife of Lou Virok, of Fernwood's Building Maintenance crew, has entered the University of Pennsylvania Hospital for further treatment after a long siege of illness at home. We all hope that a speedy recovery will be made.

Tommy Buis, who for years has been stationed at Newark Garage, has been promoted to Inspector and assigned to the Dover Garage area. He invites all Highway employees to call on him for any service they may require whenever they are in that vicinity.

The employees of the Newark Garage and Office Building presented Tommy with a beautiful radio as a token of their esteem. We feel sure that in his new assignment Tommy will add to his large number of friends.

Kenneth Hays, who has been assigned as mechanic in a temporary capacity at the Dover Garage, has been transferred to the Merchantville Garage as mechanic with a permanent appointment.

Claude Saunders, formerly with Maintenance Foreman Crown's crew, has been appointed mechanic and assigned to Dover Garage as a result of the recent Civil Service examinations held for this position.

Wedding bells rang on Saturday, February 15, when Miss Phyllis Martin, daughter of Bob Martin, was married to John Ungaro of Trenton. The ceremony was performed at St. Paul's Episcopal Church. The groom's appointment to the Trenton Fire Department, effective March 1, came as a very nice wedding present.

Highwaymen Rescue Mother and Baby

(Continued from Page One)

State highways and pushed its way through several miles of drifts to dig out the mother and child.

It was learned that a defective oil burner was the villain in the case. However, no one was the worse for the experience.

CARNEGIE AVENUE OVERPASS



Traffic safety took a big step forward with the recent opening of the Carnegie Ave. overpass in Newark. The elimination of this heretofore dangerous intersection is but one of many features which will greatly increase motoring safety and speed up traffic movement in this vicinity.

PLANNING and ECONOMICS

NEWARK
Joe Natale

Ed Strack is back again after a tussle with the flu. Nice to see you back, Ed, especially for transportation reasons.

Our sympathy is extended to Charles Cianfrani on the recent passing of his mother.

Jack Taylor has left the Department to take over his new duties with the State Department of Labor. To this swell fellow we can sincerely say—Good luck!

The recent snowstorms created more than the usual headaches for the boys taking care of automatic counters. Snow, ice, cut hoses, etc., did much to enliven the existence of Al Charette, Bill Di-
roff, Fred Kolb, J. Robinson, and Morris Weintrob.

Freddy Guenther is a very busy man since he has taken over his new duties as traffic supervisor. Good luck, Freddie, and don't strain the pipes (vocal chords) as we'll need them at our next Xmas party.

In Freddie's place goes Wendell Norland, who takes over the automatic counters in Union and Middlesex counties. Ex-G.I.'s like Wendell are discovering there are many more roads in Jersey besides State Highways.

Congratulations to Al Maspoli on passing the Map Draftman examination. Well that's one problem solved, Al, but the feminine puzzles are so old no one remembers the solutions.

That look that comes into Charlie Freeman's eyes as he gazes longingly out the window can only mean one thing—spring is very near and so is baseball. Charlie managed some pretty good teams in the past and with most of his G.I.'s back he'll probably turn out a corker.

Joe Fontanella, proud father that he is, brought in some pictures of his cute baby, age 6 months. Not so bad now, but he recalls the many nights of floorwalking not so long ago. Incidentally Joe is an accomplished musician, so when we refer to him as "Obboe Joe" we're not speaking cockney.

Spoke of Juan Delgado this A. M. and sure enough he stopped in shortly afterward. Juan looked as though he had located Ponce de Leon's fountain of youth while he was sojourning in Florida, but when he doffed his new Stetson we found out the miracle water had failed to restore his hair.

"John Christiano, T.S.P." is the proper way to address this gentleman from now on. "T.S.P." in case you're interested, means "two suggestion points," but John thought it meant "Thou shalt prosper."

That dazzling flash that you see around here is only Tommy Downs' new store boughten teeth. Atomic, aren't they?

Cigars and candy were passed one day recently—this time by Chief Berberich in honor of his new born baby girl (the third). That same evening a telegram was delivered to a Hollywood, Calif., residence. It read, "Eddie, tell Ida it happens to other people, too."

TRENTON
Fred M. Quinn

Johnny Jones entertained the staff at nontime recently by showing scenes from Korea on a slide projector.

George DeHahn bought a light cream colored Ford convertible just in time to drive Messrs. Bellis, Mendez and Gertel to Atlantic City for the Convention. The boys got home after midnight instead of the promised 8 p. m. (for shame).

George (Tom-cat) Mendez was presented with a new plate for his desk. It was "liberated" from one of the sign exhibits at Atlantic City.

Slim Stewart is being credited with spreading a lot of well intentioned rumors on his recent tour of duty at Newark. No, fellows, nobody is going to get double pay for Mondays, Wednesdays and Fridays. Too bad.

Len Dileo's dog "Tiny" will not be a proud father after all. Ben Surasky's dog on the other hand had six pups,—and if you know the size of Ben's dog (like a small horse), you no doubt will also be amazed to hear that he got rid of all six without drowning them. Ben had to dig his way out after the recent snow storm.

The boys sure appreciated the opportunity to attend the lectures in the Group Instruction Program and are looking forward to the continuation of the program. During the applause that followed a lecture by W. R. Belts at the War Memorial Building, one enthusiastic member of our staff yelled "that's our boss."

The big mystery around here is: "Who is responsible for those comic (?) valentines?"

Another snow-storm victim was C. A. Hurley, Jr. It is rumored that he walked back from Roselle.



A recent issue of the Reader's Digest contained the following problem. You are given 8 steel balls. One of these is slightly lighter than the others. It does not weigh sufficiently less, however, to feel the difference in weight. Given a scale or balance, you are required to determine which ball weighs less in only two weighing operations. Can you do it?

The answer to this one is on page 4.

STAGING A COME-BACK



Asbury Park Evening Press Photo

Peter Bowdish Pearce is regaining his health surrounded by clocks which he is repairing for friends and neighbors following a serious illness. His skill is such that despite the fact he can use only his left hand his work has been praised by all for whom he has made repairs.

PARALYZED BY "FATAL DISEASE" PEARCE STAGES COMEBACK

Former Bridge Mechanic Repairs Clocks
in Brielle Home

Peter Bowdish Pearce, a Bridge Maintenance mechanic in the Electrical Division, was stricken during the 1944 Christmas holidays with bacterial endocarditis, a disease which at that time was nearly always fatal. Pearce's courage, endless efforts on the part of doctors and nurses, his wife's devotion, and the magic of penicillin proved that this dread malady can be overcome. Today, "Bowdie," as he is known to his friends, is staging a valiant comeback at his Brielle home where he has set up shop as a clock repairman.

So insidiously did the dread disease fasten itself upon Pearce that it was not until July 1945 that he was committed to the Fitkin Hospital in Asbury Park. For many months it was felt that he was suffering minor ailments of the chest.

When positive diagnosis was made, it was decided to use penicillin, a comparatively new drug at the time, and one which was not available readily in the enormous quantities necessary to treat the disease.

During the course of his illness Pearce developed an embolus, or blood clot, that lodged in the left side of the brain, destroying the power of speech and causing paralysis of the right arm and leg as well as resulting in partial blindness.

When the infection was finally eliminated, "Bowdie" was returned to his home after five months in the hospital and treatment was continued. Today, more than two years after he was stricken, he has regained most of his vision, some use of the right arm, and can walk with the use of a cane.

About the first of the year he sat down to tinker with a clock that wouldn't run. With such tools as were at hand, and using only his left hand, Pearce made the necessary repairs. From this small start he is now repairing clocks for neighbors and friends and plans to enlarge the scope of his work to include repairs for jewelers who have already volunteered to supply him with work as soon as his continued recovery permits.

Plans are now under way to build a sun porch to accommodate a well equipped shop, according to Mrs. Pearce, who has been a constant inspiration to her husband. "All of Peter's friends in the Highway Department, his friends here in Brielle, and everyone that knew him has been perfectly wonderful," she said. "They have done everything possible for him in so many ways. He required so many blood transfusions which were always cheerfully volunteered," she added.

Pearce is the son of Ralph Pearce who for many years supervised drawbridge maintenance in the Highway Department. In fact, he learned to repair these bridges under his dad's tutelage.

Maintenance Notes

—GENE BECKNER—

Congratulations are in order for Mr. and Mrs. Sante Polastrelli, of 201 Bert Avenue, Trenton. An 8½-pound boy arrived at their home on Monday, March 3. Sante is a concrete finisher in Supervisor Lanzara's Institutional Road forces. He returned to work with the Department late in 1945 after over 3½ years' service in the U. S. Army, most of which was spent overseas in the European War Theater.

Norm Horner, who is assigned to the graveyard office shift on snow removal work, ran into difficulty one night recently and instead of being on the job spent the night stranded in a snow drift. Fine situation for a snow removal coordinator to get himself!

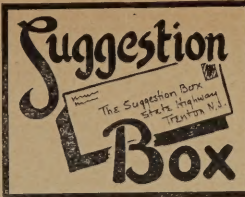
Echoes of the past — a recent news item which came to our attention informed us that Mr. Varick Van Wyck Stringham, of Fishkill Plains, New York, had been elected a director of the Failskill National Bank and Trust Company. By way of further explanation, Mr. Stringham is the husband of the former Gertrude Watson, who was employed in the Maintenance Office during the period from 1920 to 1930. Ken Craft has volunteered to intercede on behalf of any loan applicants.

Orville Hann, of Lambertville, who works in Foreman Lew Whelan's maintenance crew, is back on the job after a tonsil operation.

Another of our employees who returned to work recently following surgical treatment is Nicholas Mancini, of Cliffwood, in Foreman Lew Van Zandt's crew.

Edwin Broome, of Berlin, has been confined to his home for some time with a painful illness. Ed is a veteran employee in the crew under Assistant Foreman Percy Hickman, and he has our good wishes for an early recovery.

We are glad to report the return to duty of Alfred Glover, a member of the landscape maintenance crew under Foreman Jack Lloyd. Al has been away from the job for some time because of the serious illness of his wife at home. Mrs. Glover has now been removed to a local hospital, and we sincerely hope for her early recovery.



The Suggestion Committee has started the ball rolling toward a fund for cash prizes to be awarded to top score participants in the Suggestion Plan. It has donated the sum of \$26.20. It is anticipated that Departmental organizations and others will continue their support. Each amount made available will reflect itself in increased participation in the plan and ultimate benefit to the Department.

The Suggestion Committee has recently received four suggestions of an anonymous nature. If the suggesters will resubmit them signing their names and addresses the committee will process them, and assure the senders that they will remain anonymous until the evaluation is completed. The four suggestions related to painting procedure, cloth tapes, reflecting curbs and "The Highway."

SUGGESTION BOX SCORE

Name & Division	Totals
Eugene M. Gillette, S. & P.	6
Frank Carfagno, S. & P.	3
Randolph LaBarre, Maint.	3
Leland S. Buzby, S. & P.	2
John Christiano, Pl. & Econ.	2
John Carty, Maint.	2
Edward Faller, Elec.	2
C. G. Sagers, Maint.	2
J. B. Walker, Maint.	2
Homer Young, Maint.	2

The following have earned 1 point each:

Maintenance Division—Thomas Desto, F. A. Metz, A. H. Sweet, Frank Strone, Frank Walsh;
Survey and Plans—J. A. Best, Edward B. Miller, Samuel Johnson and Robert Mountford, K. T. Collins, F. J. Spagnola, Robert G. Ordish, C. A. Della Torre, David L. Stout;
Electrical—J. W. Parker;



Answer to Puzzle

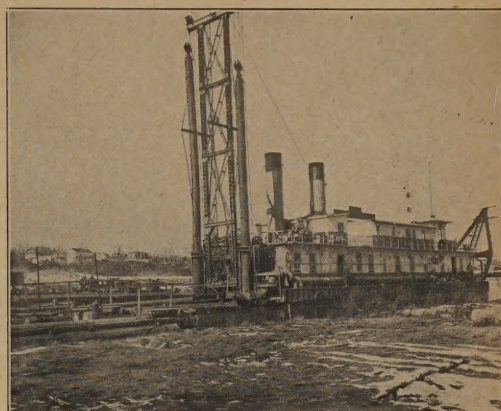
If we put three steel balls on either side of the scale and it balances, we know that the light ball is one which has not been weighed. It is therefore only necessary to take the six balls off the scale and weigh the other two to determine the light one.

If, however, our groups of three do not balance, we take the lighter set of three and weigh two of them. Should they balance, the light ball is the one left over. If they don't balance, of course the light one is the one which is pulled up.

Planning and Economics—J. T. Sehulster;
Equipment—H. A. Butterfoss;
Bridge—W. H. Spencer;
Real Estate—W. Masterton;
Construction—N. A. Smith.

Send your constructive ideas to "Suggestion Box," State House Annex, Trenton.

ANOTHER ROUTE 100 OPERATION



The sea-going dredge Lyons is removing half million cubic yards of muck from the marsh land near Woodbridge as part of the construction operations on Route 100 Freeway. The Highwaymen, George Collins, George Deter and James Feely are aboard, standing watches "round the clock" as they control the mammoth dredge's direction. The Lyons is owned by the Arundal Corporation and is working on the S. J. Groves Co. contract.

LABORATORY LINES

—PEG BEATTY—

Mr. and Mrs. Fred H. Baumann have returned from a vacation in Florida, glad to get back to good old Jersey as the weather was quite cold down there.

Quite a few Lab employees attended the convention and a good time was had by all.

Mr. and Mrs. Charles Dobbins have just returned from their vacation in Mexico City and Guatemala. They made the trip by plane.

Captain Lynn has been recalled to the Army for active duty.

Tom MacRorie has returned from the South after a month's visit with his family in Charlotte, North Carolina.

Perce Davison has been ill and is recuperating at his home in Phillipsburg.

Bud Wahl would be interested in anyone getting in touch with him in regards to photography. He has just completed a dark room in his cellar.

Ed Pollock is a changed man during Lent, but look out when it is over—he is going to cut loose, he says.

Russell Sigafos has been ill, but is feeling better now and is taking a few days' vacation.

Norm Schaller's house is being built in dribs and drabs, and some of these days he will be having a housewarming.

Alice Mayer has returned from her vacation in Florida. She looks very well rested.

Two of our new employees, Bill Stam and Bill George, reported they received a lot of information from the meeting at the convention.

REAL ESTATE REPORTS

—HERMAN KRAMER—

The Bureau of Appraisals and Negotiations welcomes Ralph Del Margio as a clerk in their office.

Bertha Cunningham, wife of Joe Cunningham of the Lewis Street Office, is learning to drive the new Nash car that they recently acquired. She has already made the acquaintance of a State trooper while navigating along the Fort Dix Access Road. This doesn't speak well for Joe as a teacher.

Jean Trexler and Bertha Cunningham spent the last weekend in Atlantic City visiting friends.

John Aymar attended the convention and treated Mrs. Aymar to a vacation at the same time. They were celebrating Mrs. Aymar's birthday.

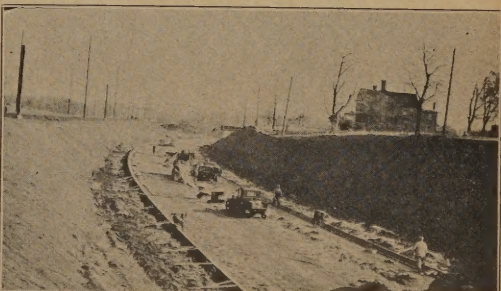
George Digby, a recent addition to the Bureau of Appraisals and Negotiations, recently had the worm turn on him. George was notified that he was to vacate his home. He immediately purchased a two-family dwelling and now is experiencing the difficulty of getting his tenants to vacate so that he will have a place in which to live.

June Mains, another recent employee in the Title Bureau, is being nominated as the No. 1 sweater girl of the Department by the male employees of the Bureau.

Russ Johnson's annual supply of baby chicks arrived recently and he complains that they eat too much. Of course, Russ will turn the tables after about two months when the ax falls on unsuspecting necks.

Tony Esposito has returned from a vacation at Miami more tanned than usual.

GRADE LOWERING OPERATION



Near Metuchen Route 27 is being lowered to provide for a Wye connection the Pennsylvania Railroad is constructing to connect with their Bonhamtown branch. The work is being done by the railroad according to State Highway Department specifications. Brann & Stewart of Philadelphia are the constructors and Michael Boss of the Construction Division is the department representative. Present alignment is being maintained.